

| | A | B | C | D | E | F |
|---|---|--------------------|----------------|----------------|---------------|--------------------------|
| 1 | ## North America Emission Control Area Fuel Oil Non-Availability Report | | | | | |
| 2 | ## ECA0100 | | | | | |
| 3 | ## 1 | 2 | 3 | 4 | 5 | 6 |
| 4 | ## | | | | | |
| 5 | ##(Include Double Pound for comments, not form fields) | | | | | |
| 6 | ##Report Form ID | Ship Operator Name | Vessel Name | Flag Country | IMO ID Number | Date of ECA First Notice |
| 7 | | Patrik Svahn | Stena Primorsk | United Kingdom | 9299147 | 19-Nov-15 |

| | |
|---|---|
| | G |
| 1 | |
| 2 | |
| 3 | 7 |
| 4 | |
| 5 | |
| 6 | Location of ECA First Notice |
| 7 | Vessel was enroute from Mexico to Houston for discharge. Bunkers have been stemmed alongside in Houston, but vessel ordered to drop anchor and await temrinal readiness. The wait has been extended and vessel is therefor running low on MGO. Suppliers aren't allowed to supply at Galveston Fairway Anchorage where the vessel is anchored and vessel is not allowed to leave the anchorage by her Charterers. So unfortunately she has to consume HSFO. LSMGO will be supplied once alongside and vessel will then immediately switch over to LSMGO again. She is sitll on LSMGO but will have to switch over for the passage from anchorage to berth which is abt 5 hrs. |

| | H | I | J | K | L |
|---|----------------------------------|------------------------------------|--|--|------------------------------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 8 | 9 | 10 | 11 | 12 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Name of Ports after First Notice | Name of Last Port before ECA Entry | Name of Port with Fuel Oil Supply Disruption | Name of Original Fuel Supplier with Disruption | Number of Fuel Suppliers Contacted |
| 7 | Galveston anchorage | Cayo Arcas | Galveston anchorage | N/A | 5 |

| | M | N | O | P | Q | R |
|---|--------------------------|--------------------------|--|------------------------------------|-------------------|---|
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | 13 | 14 | 15 | 16 | 17 | 18 |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | Date of Entry in the ECA | Time of Entry in the ECA | Sulfur Content of Non-Compliant Fuel Oil | Projected Hours on Main Propulsion | Name of First POC | Compliance Fuel Oil Available at First POC? |
| 7 | 19-Nov | 1300 | 3.25 | 5 Houston | | Yes |

| | S | T | U | V | W |
|---|---|---|--------------------|-----------------------------------|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 19 | 20 | 21 | 22 | 23 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Plan to Bunker Compliant Fuel Oil at First POC? | Number of fuel suppliers contacted at First POC | Name of Second POC | Compliant Fuel Oil at Second POC? | Plan to Bunker Compliance Fuel Oil at Second POC? |
| 7 | Yes | 1 | N/A | N/A | N/A |

| | X | Y | Z | AA | AB |
|---|---|------------------------|------------------------|--|--------------------------------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 24 | 25 | 26 | 27 | 28 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Number of Fuel Suppliers Contacted at the Second POC? | Date of Exit from ECA? | Time of Exit from ECA? | Has this vessel operated in the ECA in previous 12 months? | Number of Separate Visits to the ECA |
| 7 | N/a | 11-Dec-15 | 1200 | Yes | 7 |

| | AC | AD | AE | AF | AG |
|---|------------------------------------|-------------------------------------|-----------------------------|------------------------------------|--------------------------------------|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 29 | 30 | 31 | 32 | 33 |
| 4 | | | | | |
| 5 | | | | | |
| 6 | Number of Ports visited in the ECA | Previously submitted ECA0100 forms? | Number of Submitted Reports | Designated Corporate Official Name | Designated Corporate Official E-mail |
| 7 | 12 No | | 0 Stena Bulk | | operationssuezmax@stenabulk.com |

| | AH | AI |
|---|--|--|
| 1 | | |
| 2 | | |
| 3 | 34 | 35 |
| 4 | | |
| 5 | | |
| 6 | Designated Corporate Official Phone Number | Description of Actions to Achieve Compliance |
| 7 | 713 876 3676 | |